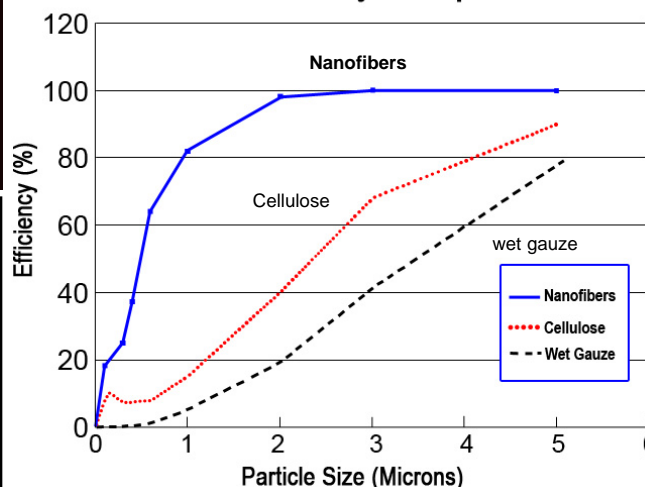




**Part number PF9050**  
**2003-07 Ford Power-Stroke**  
**V8 6.0L (w/ MAF sensor)**

- 1- Custom cast aluminum intake
- 1- Large oval filter with inverted (#1023) top made from Ea nano-fiber media
- 1- **Power Box**-contents: **W-PBDF-1**
  - 1- Aluminum skin plate (A)(#11040)
  - 1- Main body (B)(#15007)
  - 1- Side air plenum (C)(#15006)
  - 1- Front pre-filter screen (D)(#15011)
  - 1- Air box mounting pad (E)(#15012)
  - 2-M8x16mm low head screws (F)(#6076)
  - 9- M4 x 12mm socket head screw (G) (#6074)
  - 4- m6 x 12mm socket head (H)(#6056)
- 1- velocity stack with ViT valves, springs, ViT retainer ring (I) (**W-PBDVS**)
- 1- 45 degree restrictor gauge grommet (J)(#15002)
- 1- 29"- 19mm heater hose (#3081)
- 1- 4" straight hose (#3161)
- 1- 5 1/2" OD x 2" long straight hose (#3160)
- 2- Medium clamps .064/.462 (#4006)
- 2- X-Large clamps .612/.88 (#4020)
- 1- small clamps .010 (#4007)
- 1- T20 tamper resistant torx bit (#6021)
- 1- 6 page instruction

## Media Efficiency Comparison



**Nanofiber technology:** Is an oil free filtration media that has been used exclusively in heavy duty applications, including the US Army's Abrams M1 tanks.

Injen/AMSOIL is now making it available to diesel applications and vary soon will be available for the gas auto/light truck market

**Congratulations! You have just purchased the best engineered and most advanced air intake system, equipped with Ea nanofiber air filter. Please check the contents of this box immediately.**

Report any defective or missing parts to the authorized Injen or AMSOIL dealer you purchased this product from. Before installing any parts of this system, please read the instructions thoroughly. If you have any questions regarding installation, please contact your dealer, Injen Technology or AMSOIL.

Installation DOES require some mechanical skills. A qualified mechanic is always recommended.

\*Do not attempt to install the intake system while the engine is hot. The installation may require removal of radiator fluid line that may be hot.

Injen Technology offers a limited lifetime warranty to the original purchaser against defects in materials and workmanship. Warranty claims must be handled through the dealer from which the item was purchased.

Injen Technology 285 Pioneer Place Pomona, CA 91768 USA  
**Note: This intake system was tested with an Injen/AMSOIL air filter made from synthetic Nanofiber media which has a 100,000 mile service life or four year warranty, whichever comes first.**

**Note: Disconnect the negative battery terminal before beginning the installation process.**



Figure 1

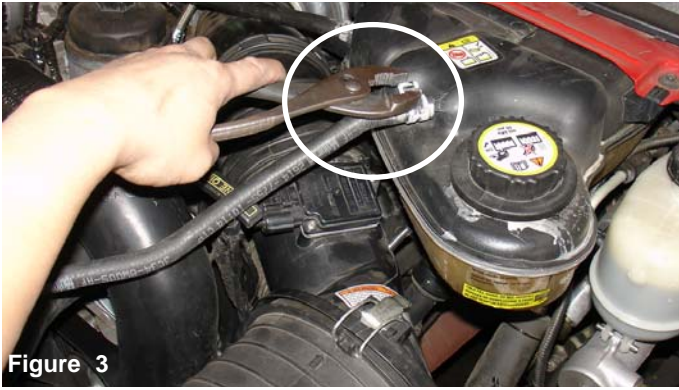
### Power-Box contents:



Figure 2



**Note: In off-road, frequently dusty or other severe duty applications, clean and change the Injen/AMSOIL air filter more often as determined by operating conditions or as indicated by the air restriction gauge.**



**Figure 3**

Depress the tension clamp on the overflow hose and remove it from the radiator overflow tank.



**Figure 4**

The overflow hose is now disconnected from the overflow tank. This will allow you to remove the stock air intake tube and air box cleaner from the engine compartment.



**Figure 5**

Depress the tab on the electrical harness clip and remove it from the mass air flow sensor as shown above.



**Figure 6**

Depress the tab on the harness clip and remove the harness from the air restrictor gauge.



**Figure 7**

Pull the air restrictor gauge from the stock grommet as shown above.



**Figure 8**

Loosen the clamp on the turbo inlet tube connected to the flex hose.



**Figure 9**

Once the clamp has been loosened, continue to separate the flex hose from the turbo inlet tube.



**Figure 10**

Once all clamps and hoses have been removed from the air box cleaner, continue to pull the entire air box out of the engine compartment.





**Figure 11**

The entire air box cleaner should be pulled out in one piece.



**Figure 12**

Loosen the clamp on the turbo that attaches the inlet air tube to the turbo.



**Figure 13**

Use an open end wrench to loosen the bolt on the turbo air inlet bracket.



**Figure 14**

The bolt is loosened and the bolt is pulled out. Now you're ready to pull the air inlet tube out.



**Figure 15**

The turbo air inlet tube is now disengaged from the turbo inlet. Prior to pulling the inlet tube out, separate the crankcase breathe hose from the coupler.



**Figure 16**

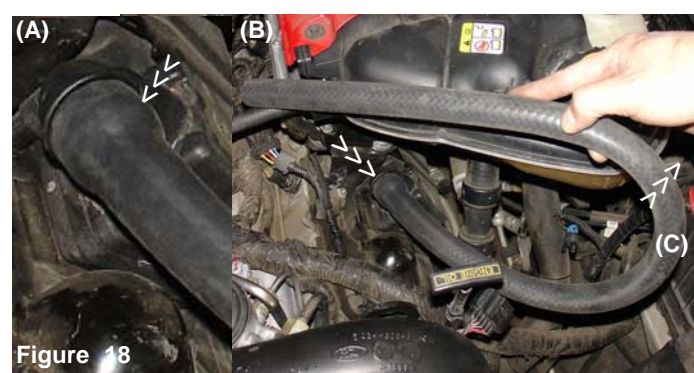
The crankcase breathe hose is disconnected from the 90 degree hard pipe as shown above.



**Figure 17**

The 4" straight hose is pressed over the turbo inlet until it's butted up against the inlet. Use two power bands to fasten the hose to the turbo inlet, tighten the clamp on the turbo inlet side for now.

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**Figure 18**

The 19mm hose is pressed over the 90 degree hard pipe (A). The 19mm hose is now installed and tucked behind the reservoir bottle (B). The 19mm hose should be placed to the right and behind the reservoir tank (C).





Figure 19

The cast intake is lowered and aligned with the 4" hose over the turbo inlet.



Figure 20

Once you have aligned the cast intake to the 4" hose, continue to insert the intake into the hose. Adjust the cast intake for best position but do not tighten the power band at this point.



Figure 21

The 19mm hose is pulled behind and underneath the radiator overflow tank which should be aligned to the intake port. Use the small clamp in the kit to fasten the hose over the intake port.



Figure 22

**Important-** Check for kinks in the ventilation hose. Any kinks in the line may cause cooling problems to the turbo if not checked prior to starting the engine.

The clamp is now fastened over the 19mm hose as shown above. Once you have tightened the clamp, check to make sure there are no kinks in the line.

**Important-** Check for kinks in the ventilation hose. Any kinks in the line may cause cooling problems to the turbo if not checked prior to starting the engine.



Figure 23

Press the 5 1/2" hose over the end of the intake. Use two power bands and tighten the clamp over the cast intake for now.



Figure 24

Press the Injen/AMSOIL grommet into the the 3/4" pre-drilled hole located on the plenum. Note: The grommet has been designed to be rotated for proper clearance of the air restrictor gauge.



Figure 25

The pegs on mounting plate circled above are designed to be pressed into the stock grommets for easy installation.

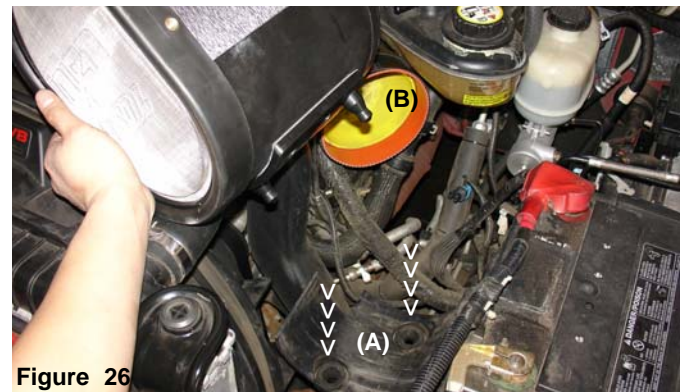


Figure 26

The entire air box assembly is lowered and aligned over the stock grommets (A). The plenum outlet is aligned and pressed into the 5 1/2" hose located on the cast intake (B).





**Figure 27**

The plenum outlet is pushed into the 5 1/2" straight hose and the pegs on the mounting plate are aligned to the stock grommets. Gently push down on the air box until its sitting flush.



**Figure 28**

The Injen/AMSOIL air box should now be sitting flush over the stock grommets and the plenum should be pressed into the 5 1/2" straight hose.



**Figure 29**

Use the T20 torx bit in this kit to loosen and remove the bolts on the mass air flow sensor.



**Figure 30**

Once you have removed the bolts, continue to pull the mass air flow sensor out of the sensor housing.



**Figure 31**

The mass air flow sensor is pressed into the machined sensor housing located on the cast intake. Rub a small amount of light oil around the O-ring to prevent the O-ring from kinking up in the sensor opening.



**Figure 32**

Use the stock bolts to fasten the mass air flow sensor over the machined sensor adapter.



**Figure 33**

Reconnect the electrical sensor clip to the mass air flow sensor. Press the harness clip over the mass air flow sensor until you hear them snap together.



**Figure 34**

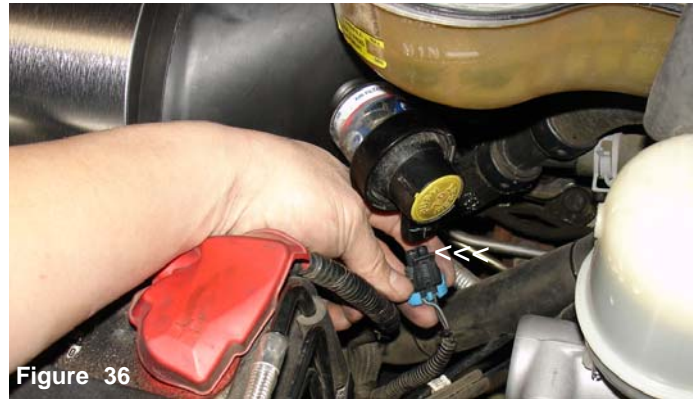
The electrical harness clip and mass air flow sensor are now properly connected.





**Figure 35**

The stock air restrictor gauge is now pressed into the Injen/AMSOIL grommet. Once you have inserted the restrictor gauge into the grommet, continue to rotate grommet and restrictor gauge until you have found the best position.



**Figure 36**

The electrical harness clip is now reconnected to the air restrictor gauge.



**Figure 37**

The desired position of the restrictor gauge has been achieved, you are now ready to move on to the next installation.



**Figure 38**

The overflow hose is reconnected to the port on the overflow tank. Use the stock tension clamp to secure the hose in place.



**Figure 39**

Check the entire system for the best possible fit. Once you have checked the entire system for leaks, rubbing or rattling, continue to tighten all nuts, bolts and clamps. Reconnect the negative battery terminal prior to starting the engine.



**Figure 40**

Congratulations! You have just completed the installation of the best engineered intake system, featuring eA Nano-fiber dry filter. Periodically, check the system for fitment, this will enhance the life of your Power-Flow system.

1. Upon completion of the installation, reconnect the negative battery terminal before you start the engine.
2. Align the entire intake system for the best possible fit. Once the intake has been properly fitted continue to tighten all nuts, bolts and clamps.
3. Periodically, recheck the alignment of the intake system and make sure there is proper clearance around and along the length of the intake. Failure to follow proper maintenance procedures may cause damage to the intake and will void the warranty.
4. Start the engine and listen carefully for any odd noises, rattles and/or air leaks prior to taking it for a test drive. If any problems arise go back and check the vacuum lines, hoses and clamps that maybe causing leaks or rattles and correct the problem.
5. Check the filter for excessive dirt build up. Clean or replace the filter with an original Injen/AMSOIL filter now sold on-line at "injenonline.com"). Congratulations! You have just completed the installation of the best intake system sold on the market. Enjoy the added power and performance of your new intake system.